

# The Hongkong Telegraph.

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THURSDAY, MARCH 12, 1908

四拜禮 號二十月三英港香

\$30 PER ANNUM.  
SINGLE COPY 10 CENTS.

## Banks.

**YOKOHAMA SPECIE BANK, LIMITED.**

CAPITAL PAID UP ..... Yen 24,000,000

RESERVE FUNDS ..... 15,550,000

### Branches and Agencies.

TOKIO, CHEFOO,  
KORE, TURTSIN,  
OSAKA, PEKIN,  
NAGASAKI, NEWCHWANG,  
LONDON, DALNY,  
LVONS, PORT ARTHUR,  
NEW YORK, ANTUNG,  
SAN FRANCISCO, LIUYANG,  
HONOLULU, MUKDEN,  
BOMHAY, TIE-LING,  
SHANGAI, CHANG-CHUN,  
HANKOW.

### Head Office.—YOKOHAMA

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.

On fixed deposits:

For 12 months ..... 5% p.a.  
6 " ..... 4% "  
3 " ..... 3% "

TAKEO TAKAMICHI,  
Manager.

Hongkong, 31st October, 1907. [23]

## INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES  
IN CHINA, THE PHILIPPINE ISLANDS AND  
THE REPUBLIC OF PANAMA.

CAPITAL PAID UP ..... GOLD \$3,250,000  
ABOUT MEX \$7,222,222

RESERVE FUND ..... GOLD \$3,250,000  
—ABOUT MEX \$7,222,222

HEAD OFFICE:  
60 WALL STREET, NEW YORK.

LONDON OFFICE:  
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:  
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF  
ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE  
WORLD.

THE Corporation transacts every Description  
of Banking and Exchange Business, receives Money in Current Account at the  
rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:

For 12 months 4% per cent. per annum.  
6 " 4 " "  
3 " 3 " "

No. 9, Queen's Road Central,  
Hongkong.

W. M. ANDERSON,  
Manager.

Hongkong, 12th March, 1908. [25]

NEDERLANDSCHE HANDEL-  
MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).  
RESERVE FUND Fl. 5,178,375  
(about £448,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai,  
Rangoon, Samarang, Sourabaya, Chittagong,  
Tegel, Pekalongan, Tjilatap, Padang, Medan (Del), Palembang, Kota  
Radja (Acheen), Bandjermasin,  
Correspondents at Macassar, Bombay, Colombo,  
Madras, Pondicherry, Calcutta, Bangkok,  
Saigon, Haiphong, Hanoi, Amoy,  
Yokohama, Kobe, Melbourne, Sydney,  
New York, San Francisco, &c.

LONDON BANKERS:  
THE UNION OF LONDON AND SMITH'S  
BANK, LIMITED.

THE Bank buys and sells and receives for  
collection Bills of Exchange, issues  
letters of credit of its Branches and corresponds  
in the East, on the Continent, in  
Great Britain, America, and Australia, and  
transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily  
balances.

Fixed Deposits 12 months 4% per annum.  
Do. 6 do. 4% do.  
Do. 3 do. 3% do.

J. L. VAN HOUTEN,  
Manager.

Hongkong, 12th November, 1907. [26]

## Hotels.

## HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,  
Manager. [27]

Hongkong, 21st June, 1907.

## CONNAUGHT HOTEL, HONGKONG.

## A. FIRST-CLASS EUROPEAN HOTEL

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.  
STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.

Hot and Cold Water Throughout.

Hotel Launch Meets all Steamers.

Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO—

THE MANAGER, AGENT.

## Banks.

**HONGKONG AND SHANGHAI BANKING CORPORATION.**

PAID-UP CAPITAL ..... \$15,000,000

RESERVE FUNDS:

Sterling ..... £1,500,000 at 1/2 = \$1,000,000.

Silver ..... \$13,500,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:

Hon. Mr. Henry Keswick, Chairman.

E. Goetz, Esq., Deputy Chairman.

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E. Shellim, Esq.

R. Shawan, Esq.

H. A. W. Slade, Esq.

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C. R. Lenkmann, Esq.

H. E. Tomkins, Esq.

G. H. Medhurst, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH

MANAGER:

Shanghai—H. E. H. HUNTER

LONDON BANKERS—LONDON AND COUNTY

BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per Cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2% per Cent. per Annum.

For 6 months, 3% per Cent. per Annum.

For 12 months, 4% per Cent. per Annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 19th February, 1908. [28]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4% PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 12th January, 1907. [28]

THE CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL ..... £1,300,000

RESERVE FUND ..... £1,475,000

RESERVE LIABILITIES OF PROPRIETORS ..... £1,200,000

INTEREST ALLOWED on CURRENT

ACCOUNT at the Rate of 2 per cent. per

annum on the Daily Balances.

On Fixed Deposits for 12 months, 4% per cent.

" " 6 " " 3% "

" " 3 " " 2% "

JOHN ARMSTRONG,

Manager.

Hongkong, 6th January, 1908. [29]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—\$b. Taels 7,500,00

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hamburg Hankow

Kobe Peking Singapore Tientsin

Tsingtau Tsinan Yokohama

FOUNDED BY THE FOLLOWING BANKS AND

BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroder

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warschauer & Co.

Mendelsohn & Co.

M. A. von Rothschild & Sohne

Frankfurt

Iacob S. H. Stern

Norddeutsche Bank in Hamburg, Hamburg

Sal. Oppenheim jr. & Co., Koenig

Bayerische Hypotheken und Wechselbank

Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK,

LIMITED.

INTEREST allowed on Current Account

DEPOSITS received on terms which may be

earned on application. Every description of

Banking and Exchange business transacted.

A. KOEHN,

Manager.

Hongkong, 4th December, 1907. [30]

## Hotels.

## HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,  
Manager. [27]

Hongkong, 21st June, 1907.

## Hotels.

## CONNAUGHT HOTEL, HONGKONG.

A. FIRST-

## Shipping—Steamers.

**NORDDEUTSCHER LLOYD,**

BREMEN.

**IMPERIAL GERMAN MAIL LINES.**

FOR	STEAMERS	TO SAIL
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	MONDAY, Noont, 16th March.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ REGENT LUFTPOLD" Capt. H. Kirchner	About WEDNESDAY, 25th March.
MANILA, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANILA" Capt. J. Meissner	THURSDAY, 5 P.M., 26th March.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ LUDWIG" Capt. F. v. Binzer	FRIDAY, 5 P.M., 27th March.
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. W. v. Sender	About FRIDAY, 3rd April.

For further Particulars, apply to

**NORDDEUTSCHER LLOYD**  
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 12th March, 1908.

**WEST RIVER BRITISH STEAMSHIP COMPANIES.**

HONGKONG-WUCHOW LINE.

**THE Steamers** "LINTAN" and "SAN-U" **SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS.** These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

**THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.**

For further information apply to—

BUTTERFIELD &amp; SWIRE,

AGENTS, WEST RIVER BRITISH S. COMPANIES.

Hongkong, 2nd November, 1907.

**REGULAR HONGKONG-CANTON LINE OF STEAMERS**OF THE  
COMPAGNIE FRANCAISE DES INDIES ET DE L'EXTREME ORIENT.S.S. "PAUL BEAU," 1,900 tons, 14 knots;  
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.The speediest, most luxuriously appointed and punctual steamers on the line.  
Departure from Hongkong at 9.30 P.M. (Saturdays excepted).  
Departure from Canton at 5.15 P.M. (Sundays excepted).These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.  
The Company's Wharf is at the end of Wing Lok Street (Tram Station).

Canton Agents.—Messrs. E. Pasquet &amp; Co.

For further particulars, please apply to—

BARRETTO & CO.,  
Agents.

Hongkong, 5th April, 1907.

REGULAR THREE-WEEKLY SERVICE  
BETWEEN  
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAH	JAVA	First half Mar.	JAVA	Second half Mar.
TJIBODAS	JAVA	First half Mar.	JAPAN	First half Mar.
TJILATJAP...	JAVA	Second half Mar.	JAVA	Second half Mar.
TJIPANAS...	JAPAN	Second half Mar.	JAVA	Second half Mar.
TJIKINI.....	JAPAN	Second half Mar.	JAVA	Second half Mar.
TJILIWONG...	JAVA	First half April	JAPAN	First half April

The steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland, India Ports or through Bills of Lading.

For Particulars of Freight and Passage, apply to

**JAVA-CHINA-JAPAN LIJN.**Telephone No. 375,  
YORK BUILDINGS, 1st floor,  
Hongkong, 29th February, 1908.

[16]

**Dentistry.**

**TSIN TING.**  
LATEST METHODS OF DENTISTRY.  
STUDIO NO. 14, D'AGUILAR STREET.  
REASONABLE FEE.  
Gentlemen Free  
Women Free.

Dr. M. H. CHAUN,  
THE LATEST METHOD  
of the  
AMERICAN SYSTEM OF DENTISTRY  
33, QUEEN'S ROAD CENTRAL,  
from the University of Pennsylvania, U.S.A.  
(Co. Hospital, Philadelphia, U.S.A.)

**THE YOKOHAMA DOCK CO., LTD.**

## Intimations.

## NO. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## NO. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The Sailing derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Ladders, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 606, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

## PRICE OF A MISSIONARY'S LIFE.

COMPENSATION FOR THE LOSS OF HUSBAND AND FATHER.

## IMPORTANT LEGAL DECISION.

The lengthy litigation regarding the responsibility of a Japanese steamship company for the drowning of passengers came to an end (unless there is again an appeal to the Court of Cassation) on the 2nd February, when judgment was delivered in the Osaka Appeal Court. This was an appeal from the decision of the Osaka Chiba Saibansho, delivered as long ago as March 13th, 1905. The Rev. H. G. Appenzeller, of Lancaster, Pennsylvania, U.S.A., was a missionary working in Korea. He was on board the O.S.K. *Kumagawa-maru*, also belonging to the Osaka Shosen Kaisha, near Chemulpo, the *Kumagawa* being sunk and the reverend gentleman being among the drowned. Suit was brought against the Osaka Shosen Kaisha by Mrs. Appenzeller and her four children claiming damages for the loss of husband and father, and the decision of the Chiba Saibansho, or Court of First Instance, was that the Osaka Shosen Kaisha should pay Y8,000 to each of the plaintiffs (Y40,000 in all). In bringing the suit counsel for the plaintiffs urged that the death of the missionary was due to negligence on the part of the captain of the *Kumagawa-maru*, who was a servant of the Osaka Shosen Kaisha. The missionary at the time of his death was in receipt of an annual salary of \$1,650 from the Methodist Mission, and as, according to the law of averages, he would have lived 24 years longer, the plaintiffs claimed an amount equal to the salary which would have been due to him, amounting to Y80,800. In addition they each claimed Y6,000 damages as personal redress for their bereavement. In giving judgment, it may be remembered, the Osaka Chiba Saibansho pointed out that from the exhibits put in by the plaintiffs it was clear that they were entitled to receive some money from the mission after the death of Mr. Appenzeller. It was also clear that the plaintiffs had been living apart from the deceased, who if he had lived would have required some part of the salary claimed for his own maintenance. In view of these facts, the damages asked for were regarded by the Court as excessive but in consideration of the unhappy position of the petitioners, who were now widowed or fatherless, and the conditions of life in America, the Court deemed it proper that compensation should be granted at the rate of Y8,000 for each plaintiff.

The Osaka Shosen Kaisha appealed against this judgment, and on July 10th, 1906, the Osaka Appeal Court quashed the decision and dismissed the claim. In making the appeal the Osaka Shosen Kaisha admitted all the facts advanced by the plaintiffs, and the justice of the claim, but said they were prepared to abandon the *Kumagawa-maru*, lying at the bottom of the sea off Chemulpo, to the plaintiffs, and thus free themselves from liability, according to Article 544 of the Commercial Code, which says:—

"A shipowner can free himself from liability for acts of the master done within the limits of legal authority, or for damage to other persons caused by the acts of the master or another mariner in the performance of their duties, by abandoning—at the end of the voyage—to a creditor the ship, the freight, and all claims for damages or commission which have accrued to him in relation to the ship; unless he himself is in fault."

A shipowner can free himself from liability for acts of the master done within the limits of legal authority, or for damage to other persons caused by the acts of the master or another mariner in the performance of their duties, by abandoning—at the end of the voyage—to a creditor the ship, the freight, and all claims for damages or commission which have accrued to him in relation to the ship; unless he himself is in fault.

The Osaka Appeal Court upheld this contention of the defendants, and quashed the previous judgment ordered the Osaka Shosen Kaisha to abandon the wrecked steamer to plaintiffs, but ordered them to surrender all rights on any insurance money for that vessel.

The plaintiffs (the family of the deceased) appealed from this decision to the Supreme Court, which upheld the appeal, and on March 6th, 1907, quashed the decision of the Court below, sending the case back to the Osaka Appeal Court to be re-tried. As a result of the re-trial the Osaka Appeal Court has now dismissed the appeal and upheld the decision of the Osaka Chiba Saibansho, awarding Y8,000 to each plaintiff.

In giving reasons for its judgment, the Osaka Appeal Court points out that in the proceeding of the appeal the Osaka Shosen Kaisha did not protest against the contention of the respondents (the family of the deceased) that the steamer *Kumagawa-maru*, owned by the appellant company, through delinquency on the part of her crew came into collision with the steamer *Kiso-gawa-maru* of Ose Island, Korea, and sank, or that Mr. Appenzeller, the husband and father of the respondents, who was a passenger on the wrecked steamer, was drowned; nor was it contested that each of the plaintiffs held the right of claiming against the appellant company a sum of Y8,000 as compensation for the personal loss sustained by the death of the husband and father, together with the sum of Y12,170 as damages—Y22,170 in all. In considering the question of the legality or otherwise of the abandonment of steamers, &c., with the object of freeing the appellants from the liability claimed, the Court finds that no other provision is made in the Commercial Code beyond those stated in Article 544 respecting the limit of the time for abandonment. But it is quite plain from Article 544, which contains the proviso "at the end of voyage," &c., that the ship and other property must be in the same state at the end of the voyage as at the time the obligation was incurred. The steamer *Kumagawa-maru*, which the appellant offered to abandon in favour of the respondents in this case, sank in June 1905 and was abandoned for the first time in April 1906, while in February 1907 it was abandoned in favour of the respondents. Thus some years elapsed between the sounding of the steamer and its actual abandonment by the owners, according to evidence given by *Kobayashi* (Capt. of the *Kumagawa-maru*) in his witness statement, when a steamer has been lying at the bottom of the sea for several years, all the woodwork will become rotten and decayed and absolutely useless; while steel work, the boilers, and other elaborate fittings, sails and rigging, &c., would also be useless for practical purposes. The Court therefore concludes that at the time the appellants offered to "abandon" the *Kumagawa-maru*, the property in the ship must have been useless, and that being so, the steamer could not be in the state at the end of voyage contemplated by the Article in the Commercial Code. The proposed abandonment was therefore insufficient to free the appellant company from its liability in this case. This conclusion rendered it unnecessary for the Court to decide the question as to the abandonment to the respondents of the company's claim against Toda Takemaro (Master of the *Kumagawa-maru*) for damages for the loss of the steamer, as offered by the company.

Dealing in further detail with the arguments advanced, the judgment says:—

"The appellants (Osaka Shosen Kaisha) maintained that the abandonment need not necessarily be made at the end of the voyage, but could be carried out at any time, and that it would naturally follow as a logical conclusion that even if the object abandoned at the end of the voyage was not in the same state as at the time of abandonment, having meanwhile been subject to wear and tear, the receiver of the abandoned object must accept the object abandoned. But, continues the judgment, while the legal meaning of Article 544 is that the object can be abandoned at any time, not necessarily at the end of a voyage, it must be understood that the object offered is in the same state as it was at the end of the voyage when the objection was incurred. When the object of abandonment is not in the same state as at the end of the voyage, and has become useless for further service, as in this case, if such change in its condition is due to the working of natural laws, then the appellant company cannot free itself from its liability by abandoning the vessel. Judging by the explanations given, the judgment of the Osaka Chiba Saibansho, by which the appellants were ordered to pay to each respondent a sum of Y8,000 within the limit of damages suffered by each respondent (Y22,170), which is admitted by the appellants, together with legal interest from the date on which this action was instituted, is a proper decision, and the appeal must be dismissed as groundless."

The judgment is signed by Judge Ikiwaki Sei, presiding, and Judges Fusimi Masao, Obata Nobutatsu, Kitawara Hideo, and Ikeda Takusaburo.

It may be added that the hearing of this case was first opened in the Osaka Chiba Saibansho as far back as September 18th, 1905, and judgment in that Court was given on March 13th, 1906; the bearing of the appeal was commenced in the Osaka Appeal Court on July 5th, 1906, judgment being given on July 10th in the same year. An appeal was filed in the Supreme Court on August 26th of the same year, and it was heard on February 27th, 1907, judgment being given on March 6th, by which the case was sent back to the Osaka Appeal Court to be re-tried, with the result stated above. The case does not necessarily end here, for the decision of the Osaka Court just given may be taken on appeal to the Supreme Court, which may again refer it to another Court for re-trial.—*Japan Chronicle*.

**Auction.**

## PUBLIC AUCTION.

THE Undersigned have received instructions from Mrs. W. DANBY, to sell by PUBLIC AUCTION,  
FOR ACCOUNT OF THE ESTATE OF THE LATE W. DANBY,  
TO-MORROW,  
the 13th March, 1908, at 2 P.M., at No. 5, Queen's Gardens, Peak Road,  
THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE,  
THEREIN CONTAINED,  
Comprising:—

SILK-TAPESTRY-COVERED DRAWING ROOM SUITE TEAKWOOD WARDROBES with GLASS, OVERMANTELS, DINNER WAGGONS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, TEAKWOOD SIDEBOARD with GLASS, CROCKERY and E.P. WARE, ENGRAVINGS, a quantity of BRONZE STATUETTES, INCENSE BURNERS and VASES, OLD CHINA, CARPETS, MARBLE-TOP WASHSTANDS, DRESSING TABLES, Double and Single IRON BEDSTEADS and BEDDING, SHANG-HAI BATHS, &c., &c.

ALSO  
A large quantity of PLANTS in POTS,  
AND  
One COTTAGE PIANO by Collard and Collard, London, One IRON SAFE, and One RICKSHA.

Catalogues may be had on application.  
On view TO-DAY.

TERMS:—As usual.  
HUGHES & HOUGH,  
Auctioneers,  
Hongkong, 12th March, 1908.

[18]

**PICTORIAL POSTCARDS.**

100 ASSORTED Scotch, English & Irish Views, etc. for 1/-  
1,000 Actresses, Songs, Animals, Lovers and Comic Cards for 15/-  
English and Continental Actresses hand tinted real glossy Photographs 15/- per gross.  
CHRISTMAS & NEW-YEAR CARDS well ASSORTED parcel.  
100 Cards for 5/- Value 1d, 2d, 3d, 4d and 6d each.  
500 ASSORTED Cards for 2/-  
1 gross Jewelled Cards for 9/-  
Foreign or Colonial Stamps not accepted. Kindly send Money Order.

BRITANIA POSTCARD CO. 45, Union Street, Glasgow.

31.

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,  
CORNER OF DAGUILAR STREET AND QUEEN'S ROAD.

Will fit your eyes free of charge, and if they are wrong will put them right.  
Come and see us.  
Address:—All kinds of Repairs. Spectacles for all requirements.  
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.  
LONDON. CALIFORNIA. CHICAGO.  
11, Old Bond Street, W.C. 144, Market St., San Francisco, Calif., U.S.A.

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11, Old Bond Street, W.C. 144, Market St., San Francisco, Calif., U.S.A.

## Intimation.

**Wm.  
Powell,  
2d.,  
ALEXANDRA  
BUILDINGS.**

**BOOT & SHOE  
DEPARTMENT.**

**Smart  
Footwear  
for  
Every  
Occasion.**

**ENGLISH,  
FRENCH,  
AMERICAN  
SHAPES.**

**Stylish  
SHOES,  
Smart  
BOOTS,  
Comfortable  
SLIPPERS.**

**LATEST MODELS,  
CORRECT STYLE,  
SUPERIOR FINISH.**

**W.M. POWELL,  
LTD.,  
Des. Vœux Road,  
and  
28, Queen's Road,  
HONGKONG.**

Hongkong, 1st March, 1908.

ROYAL OBSEQUIES IN  
LISBON.PROCESSION FROM THE PALACE  
TO CHURCH.

## IMPOSING CEREMONY IN THE CATHEDRAL.

Lisbon, February 9.

In cold but beautiful weather, and amid many signs of mourning, the late Dom Carlos and the Crown Prince of Portugal were yesterday conveyed from the palace chapel to the Church of San Vicente for the funeral service.

King Manuel, Queen Amelie, and Queen Maria Pia heard the last responses before the coffins were removed, and each carrying a candle, accompanied them to the steps of the chapel.

Both queens were weeping, and the young King tried bravely to solace them.

Neither of the trio followed in the procession, the Duke of Oporto personally superintending the removal of the bodies from the palace.

At ten o'clock the procession began to form, and considerable time was occupied in getting the ten gilded state coaches, which contained the foreign representatives and the high officers of State, and the 200 private carriages into order. As the cortège moved off from the palace the nurse of the Crown Prince uttered a loud wail and fainted.

In one of the gold coaches were Prince Arthur of Connaught, representing King Edward, Prince Leopold of Prussia, Prince Carlos of Spain, and the Count of Turin, representing the King of Italy. This coach was escorted by a squadron of lancers, who completely surrounded it.

By this time the streets were well filled with citizens, most of them in black, and all the windows and balconies, and even the trees, were occupied by spectators. As the hearse passed by everyone lifted his hat or bowed. The route was lined with troops, who had loaded arms.

## SPECTATORS HURT BY ROOF COLLAPSE.

As the cortège was passing the Market Hall in the River Nuova a roof collapsed, causing injuries to several persons. This was the only regrettable incident throughout the proceedings.

Following the hearse containing Dom Carlos was the late King's private coachman, who had such a narrow escape on the day of the tragedy. At one point on the line of route, while passing along the Terreiro do Paço, the horses in both harness became restive, and it was only with difficulty that they were piloted by.

A curious incident occurred at another point, the whole procession being held up for a minute or so while a man in workman's dress calmly crossed the street in front of it.

Owing to the many steep streets which had to be traversed the procession was often interrupted, the old-fashioned, ungainly coaches having to be steered with the greatest dexterity. It was two o'clock before the Pantheon was reached.

On the steps of the church stood the clergy with the Patriarch of Lisbon at their head, and supported by the bishops. Representatives of many nations in military, naval, and academic uniforms were also grouped around the church portal, making a brilliant spectacle.

The coffins were received by the members of the Hermandad de Misericordia, whose privilege and right had been since the 16th century to pronounce the first absolution on the coffins of royalties, and subsequently to sell the catafalque and pall for the poor. Their special duties include that of burying the poor and those who have been executed.

## THE LAST SALUTE.

As the coffins were borne into the church the silence was broken by the tolling of the bells and the firing of salutes by the warships and the batteries, the organ also playing an old Portuguese funeral march.

The gloom of the church was illuminated by thousands of candles, which shed their flickering rays on the rich draperies of the catafalques and the glittering uniforms of the officers and officials.

Gently the coffins were raised upon the catafalques and inclined at such an angle that the faces of the dead monarch and his son could be seen through the glass fronts.

Some commotion was caused for a time by a mad who was observed clinging to the carved figure of an angel high over the chief altar. The position was one of extreme danger to the man, and he was with difficulty got down from his perch. He proved to be a too-curious sightseer.

The funeral ceremony, which was of an imposing character, lasted until four o'clock, and concluded with the Requiem, which was intoned by the Patriarch. Then the keys of the coffin were handed over to the Patriarch, according to custom, together with a declaration on oath, signed by the Grand Chamberlain, that the coffin contains the King and the Crown Prince.

At the conclusion of the Requiem the infantry surrounding the church fired three volleys, and those who took part in the procession then dispersed. The bodies will remain for the public to view them until to-morrow evening.

Many of the foreign representatives left last night, and others go to-morrow.

THEIR MAJESTIES ATTEND THE REQUIEM  
AT SPANISH-PLACE.

When the naval revolt occurred in April, 1905, Admiral Ferreira da Amaral, who was then chief at the Arsenal, went alone on board the mutinous ships, and promised to obtain clemency if the men would surrender. In consequence of this all their lives were spared, and the mutineers were deported to Africa.

Admiral Amaral, now that he is Promier, will obtain a pardon from King Manuel for all the mutineers.

The streets were all placarded with notices enjoining the Republicans not to make any demonstrations at the funeral, and the utmost order was preserved.

The subscription opened on behalf of the families of the regicides now total £1,000.

The populace to-day flocked in thousands to view the remains, adds Reuters.

It is stated in well-informed political circles that, in all probability the young King will dispense altogether with the Coronation ceremony.

THEIR MAJESTIES AT REQUIEM MASS  
AT ST. JAMES'S.

Lisbon, February 9.

Impressive, but simple, was the special memorial service held in St. Paul's Cathedral yesterday morning for the late King, Carlos and Crown Prince of Portugal.

It was simple at the request of King Edward himself, and there was less ceremonial than when the King and Queen attended the Requiem Mass at St. James's Church, Spanish-place, on Saturday. Consequent on the desire of his Majesty that formality should be dispensed with, the customary admission of the Sovereign to the City by the Lord Mayor at Temple Bar was omitted. There was also no escort or guard of honour, and the royal party drove to the cathedral in private carriages.

## DEEP POPULAR INTEREST.

But although there was an absence of state ceremonial, it did not prevent the scene in the cathedral, with its distinguished gathering, from being a brilliant one, from large crowds witnessing the arrival of their Majesties outside, and attending the service inside. There was a good muster of people all along the route as their Majesties drove from Buckingham Palace, by way of The Mall, the Horse Guards Parade, the Embankment, New Bridge and Ludgate-hill.

Inside St. Paul's the arrangements had been admirably made, and everything passed off exactly as had been planned.

The cathedral was open to the public, with the exception of 500 seats, which had been reserved for the Mayor and Corporation, the Mayors of the Metropolitan Boroughs, Cabinet Ministers, ex-Cabinet Ministers, members of the Diplomatic Corps, and other privileged folk who entered and presented tickets at the north door, the public entering by the big west entrance.

## CROWDED IN EVERY PART.

By half-past ten it looked as though every part in the vast interior was filled. The scene, in the nave of the cathedral was made more sombre and impressive by the fact of the huge congregation being in mourning, the only bit of relieving colour being the bright scarlet and gold uniforms of the band of the Oxfordshire Light Infantry, of which regiment the late King Carlos was hon. colonel. During the interval of waiting, the band played selections of music.

Mongtose those who arrived about this time were Earl Carrington, Earl Beauchamp, Mr. Reginald McKenna, Mr. Herbert Gladstone, Mr. Lewis Harcourt, and Mr. Asquith. Amongst the members of the late Government who were present was Lord Halsbury. Mr. Gladstone represented Sir Henry Campbell-Bannerman who on the advice of his doctor, was not present. These and other distinguished visitors were accommodated in the choir and in the gallery over the choir.

The arrival of the Archbishop of Canterbury, the prebendaries, the minor canons, and the choir announced the approach of their Majesties, and when the clergy and choristers had taken their seats, the Chapter, accompanied by the Lord Mayor and the sheriffs, went to meet their Majesties at the south door.

## THE ROYAL PARTY.

The royal party was in deep mourning. Immediately preceding the King and Queen were Archdeacon Sinclair, the Bishop of Stepney, and Canon Newbold; immediately behind was the Prince of Wales, the Princess of Wales, and Princess Victoria, Portugal was represented by the Marquis de Soveral, the Portuguese Minister, and by the Chargé d'Affaires.

The King took his seat in the Archbishop's stall, with the Queen next to him. The Prince and Princess of Wales were on his left. Facing him was the Lord Mayor. The Marquis de Soveral, as representing the King of Portugal, was received separately, and occupied a choir stall near the Queen.

The service commenced punctually at eleven o'clock, and lasted just an hour.

Archdeacon Sinclair read the lesson from St. John v. with great impressiveness, and then, following the singing of the anthem from the liturgy of St. Chrysostom, which was sung to the Kieff melody, came the tremendous music of the Dead March in "Saul," played by the band. The band was accompanied by the Guards drums, and the muffled rolls preceding the great march were extremely solemn and impressive. In the prayers that followed the late King of Portugal and his son were mentioned by name:

We nekeby remember before Thee Thy servants Carlos and Louis Philippe, who hove now been delivered from out of the pain and misery of this sinful world.

The service concluded with the hymn, "O God, our help in ages past," which was sung at the burial of Mr. Gladstone. The Archbishop of Canterbury having pronounced the Benediction, their Majesties were conducted back by the Chapter, the Lord Mayor, and Sheriffs to the west door of the cathedral, none of the congregation leaving their places until the royal party had left the cathedral.

Many of the foreign representatives left last night, and others go to-morrow.

## THEIR MAJESTIES TO BE PARDONED.

When the naval revolt occurred in April, 1905, Admiral Ferreira da Amaral, who was then chief at the Arsenal, went alone on board the mutinous ships, and promised to obtain clemency if the men would surrender. In consequence of this all their lives were spared, and the mutineers were deported to Africa.

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The streets were all placarded with notices enjoining the Republicans not to make any demonstrations at the funeral, and the utmost order was preserved.

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other clergy. The ceremony was preceded by the Dead March, in "Saul" and concluded by Chopin's Funeral March.

Their Majesties occupied seats on the Gospel side of the sanctuary, being escorted there by the Arch-bishop, and the Prince and Princess of Wales and other members of the royal family were near them.

The King wore the uniform of a colonel of the Portuguese army, and the Queen, over deep mourning dress, wore the livery of a Portuguese order. Their Majesties were saluted by a guard of honour of the Irish Guards, which with the band of the regiment, was mounted outside the church.

Their Majesties left at the conclusion of the service by the Presbytery door.

## Intimations.

THE CHINA PROVIDENT LOAN AND  
MORTGAGE CO. LTD.

(CAPITAL PAID UP ..... \$1,000,000.)

Loans on Mortgage of House Property, &c.

Advances made on Merchandise.

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(Rates and Particulars on application.)

THE OFFICE OF

TRUSTEE, EXECUTOR OF WILLS,

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Undertaken and Executed.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, and December, 1907.

[14]

50 PER CENT  
LESS.

WE WILL SELL OUR ENTIRE

STOCK OF

BICYCLES and

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at 50 % less than usual

prices for one week only,

to clear our old stock

and make room for our

new shops at Nos. 33 &

35, Des Vœux Road.

Begin from TUESDAY, the 3rd  
MARCH.

Remember, we will Remove to our

shops on the 7th inst.

THE DRAGON CYCLE  
DEPOT,

1, D'AGUILAR ST.

Hongkong, 2nd March, 1908.

[14]

THE EASTERN CYCLE CO.

3, ARSENAL STREET,

WANCHAI,

BICYCLES—BICYCLES.

CHEAP SALE.

FOR A SHORT PERIOD ONLY.

COMMENCING FROM JANUARY 10, 1908.

MACHINES

FOR

LADIES and GENTLEMEN FITTED with

2 and 3 SPIT GEAR.

OF ALL

GRADES and GUARANTEED ENGLISH

MAKES.

All Prices to suit individual requirements.

BICYCLE ACCESSORIES:

LAMPS (gas and oil), BELLS, TYRES, CYCLO-

METERS, INFLATORS, SPANNERS, FOR

CYCCLISTS.

NEW BICYCLES FOR HIRE.

REPAIRS UNDERTAKEN. EXCHANGES

EFFECTED.

THE

EASTERN CYCLE CO.,

3, ARSENAL STREET,

WANCHAI,

Hongkong, 15th January, 1908.

[13]

NOTICE.

THE Public are hereby informed that no

change has been made in the Rates of

## Intimation.

A. S. WATSON & CO.,  
LIMITED.

THE GREAT  
POPULARITY

Watson's

E

VERY OLD LIQUEUR

## SCOTCH

WHISKY

HAS BEEN ATTAINED BY ITS

Consistent Excellence

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IT IS A

PURE MALT WHISKY

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Per Case - - - \$16.50

A. S. WATSON & CO.,  
LIMITED,

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

ALEXANDRA BUILDINGS:

Hongkong, 9th March, 1908.

departure has again created a vacancy on the higher Council, the question of succession is invested with renewed interest, and, therefore, we consider it opportune to submit the claims of his successor in commercial life—as we urged the claims of Mr. Gresson at the time when his candidature was under the consideration of the former Governor of the Colony—to the position vacated by Mr. Hewett on the Executive Council. It cannot be contended that the right to one of the unofficial members' seats on the latter board is vested in the nominee of the Chamber of Commerce to the Legislative Council, so that in presenting the claims of Hon. Mr. Henry Kewick to the vacant seat, we are simply submitting the suggestion that the temporarily broken line of succession should be restored to the head of the firm of Messrs. Jardine, Matheson & Co. in Hongkong—a firm which has maintained the highest traditions of commercial life in this Colony, since the day our ascendancy in trade began after the decline of the East India Company's operations in Macao. Although Mr. Kewick has not been very long in Hongkong, and in his consideration of public questions affecting the Colony discussed at the Legislative Council he has not evidenced the remarkable energy and zeal of his predecessor the late Mr. Johnson, nevertheless on several occasions he has shown an application and industry which fairly entitle him to the attention of His Excellency the Governor, whose province it is to appoint the new member of the Executive Council. One of the subjects in which Mr. Kewick showed exceptional interest was that dealing with the Companies Ordinance, when an amending Bill was brought before the Legislative Council. On that occasion he specially represented the interests not merely of the Hongkong companies registered under the Ordinance, but also of the leading firms of Shanghai, for whose benefit the Bill was chiefly introduced, and his arguments in favour of the emendations, framed by a representative committee of Shanghai merchants, were recognised as valid and substantial by the Attorney-General who incorporated them generally in the new Ordinance.

Again, Mr. Kewick adopted a pronounced attitude on the vexed Stocks Bill and latterly, possibly through his close connection with the British and Chinese Corporation, addressed trenchant criticisms on the construction of the British section of the Kowloon-Canton railway, when the vote for the current year expenditure was before the Council. As the result of his remarks, a full statement of the position of affairs was given by His Excellency the Governor, while the Resident Engineer presented an exhaustive report on the subject. On all these questions, Mr. Kewick expressed himself in no uncertain manner, and asserted his personal independence of thought and opinion; and this we say although we confess we failed to see eye to eye with him on every occasion. Were the Governor to admit the wisdom of appointing to the Executive Council a gentleman possessing the qualifications of Mr. Kewick for the office, we feel certain that the business interests of the Colony would be conserved and advanced, and an adviser of experience and ability would be added to the number of those who at present form the highest board of counsellors to His Excellency, Sir Frederick Lugard.

**LOCAL AND GENERAL.**

The superintendent of the Cable Co., Labuan, informs the British North Borneo Herald that the Storm Warning Service notices issued by the Hongkong Observatory were to be re-introduced, and that notices would be sent regularly for Kudat and Sandakan, commencing on the 1st inst.

At the election of Councillors for the British Municipal Council Extension at Tientsin, the following names were nominated:—the first nine being duly elected viz.:—Messrs. W. E. Southcott, W. A. Morley, C. R. Morley, G. T. Edwards, G. W. Sheppard, E. G. Adams, F. Sommer, H.-D. Summers, and J. Stewart. Messrs. Robert Colman, Jr., Rev. I. F. Drysdale and J. Travers Smith.

The Kawasaki Dockyard Company has applied to the authorities for permission to construct a line, about 15 chaisas in length, to connect the company's factory at Higashi-Shirike by rail with the Wada Point branch of the Sanyo line. This connection will be a preliminary to the construction by the Kawasaki Dockyard Company of locomotive engines, passenger carriages, and accessories.

KING MANUEL, of full age for kingship though he is yet the youngest King of modern times! who has walked behind the coffins of his father and his brother, Kings also, and his predecessors. And this is quite casually brought out in a list of the official account of Saturday's (Feb 8) function at Liab'in, where one reads that from the chapel to the palace steps King Manuel followed the bodies, "wearing the uniform of a naval cadet"—surely the first King that was ever thus simply stired on such an occasion. A little while, no doubt, and the King of Portugal will be uniformed and decorated as is the way with monarchs to be; but the time had in the cadet's uniform is, somehow, kodak'd in one's mind's eye, and in one's memory.

## THE PERJURY TRIAL.

LAI CHI CHIN'S AFFAIRS  
DISCUSSED.

## HOW HE TOOK UNTO HIMSELF A WIFE.

A very interesting story of how Lai Chi Chin, the well-known merchant, about whom so much has been written of late, took unto himself a wife, was related at the Magistrate, this afternoon, during the perjury trial which was adjourned from yesterday.

Readers will recall that at yesterday's hearing Mr. Morell, who appeared for the defendant—Lai Chi Chin—raised several points in connection with the case and asked for his client's release on the ground that the document on which defendant was alleged to have committed the perjury was not taken by the Court translator, but by an interpreter. Also that the charge against the defendant did not come under the common law, or under the statute, as the latter did not apply to the Colony.

And in order to clear up these points the Court adjourned until to-day, when Mr. Bowley (the Crown Solicitor) amended the charge, from which we gathered that defendant committed perjury when he swore that Lai Chi Chin and his family had left their residence for Canton, when, as a matter of fact, they had not. Mr. Bowley then proceeded to show that the charge did come under the common law and quoted authorities at some length in support of his contention. Mr. Morell argued that the Crown Solicitor was wrong, but the Magistrate (Mr. Gomperts) overruled him, and ordered the case to proceed.

The first witness was, then called, and a young and rather good looking woman, dressed in Chinese silk clothes, tripped lightly into the witness stand. She admitted she was a Christian and was handed the Bible to take the oath. Speaking in English, she said she was Lai Chi Chin's wife, and lived at 37, Caine Road—the home of her mother, Mrs. Quinn. Her husband lived there also, likewise her four sisters, three brothers, a sister-in-law, and her three-year-old boy.

Mr. Bowley—Had your husband any children by his first marriage?

The witness, who spoke in a slow and quiet tone, said: Yes, a boy.

Where does he live?—In Lung-han, near Shun-tak.

On the 26th February your husband was arrested?—Yes.

Where were you then?—In Hongkong.

At 37, Caine Road?—Yes.

Did you leave the house that day?—Yes. After 5 o'clock in the afternoon, I went down to the firm.

What was the name of your husband's firm?

—Wah Kee.

The defendant said that that morning Lai Chi Chin and family left 37, Caine Road, and went to Canton. Is that true?—No.

Why did you go to the Wah Kee firm that afternoon?—Because I was told that a warrant was cut for my husband.

When last were you in Canton?—Last September.

How long were you away?—A few days.

Did you know that your husband had an appeal case at the Supreme-Court for the 2nd March?—Yes.

The Court—Is that hearsay?

Mr. Bowley—She was in Court. (To the witness)—Did you attend Court?—Yes.

Did you go there in order to give evidence?—Yes.

Were you called?—No.

Here Mr. Morell took up the cross-examination and conducted it in a very quiet and smooth way, so much so that at times the Magistrate had to have the question repeated.

"What is your Chinese name?" was his first query.

"Ng Yuen Ha," the witness replied tartly.

Where did you learn your English?—In Australia.

Were you born there?—Yes, in Sydney.

How long ago have you returned?—Six years.

Are you a Christian?—Yes.

Mr. Morell (to the interpreter)—Is she sworn?

The Court—Yes.

(Proceeding)—Were you married according to the Chinese law?—Yes.

So that the marriage is not binding?—My mother-in-law would not have it performed in any other way.

Although you are a Christian?—Yes.

And you did not care?—No.

Where were you married?—In Canton.

Do you know the street?—No.

Do you know the date?—No.

Such an important event, and you cannot remember the date or where, the ceremony occurred?—No.

How old is your child?—About three years.

Can you remember the house in which you were married?—Yes. It was my mother-in-law's house.

That is to say your husband's mother?—Yes.

Does your husband speak English?—Very little.

You had a tutor to teach him English, did you not?—Yes.

Who was he?—Mr. Katie.

What did you pay him?—\$30 per month.

How many months did he teach him English?—Six or seven months.

Does Katie still visit the house?—Yes.

Does he draw any salary now?—No.

Since when?—Before the Chinese New Year, now, was it not before his case with the Tobacco Company?—No, before that.

If I remember reading the case he had still teaching up to that time?—No.

Can you describe the house in which you were married?—I don't think so.

Do you know how the bride—meaning you—was received in the house?—I don't know what you mean.

Is it not part of the Chinese ceremony to receive the bride?—I don't understand.

Was it in the morning or in the evening?—In the evening.

So you do understand?—Yes.

Did you notice anything particular in the room?—It was a big room.

Was it the shang lun—(laughter)?—What? (Laughter).

The interpreter was then questioned and the prosecution was done: a trifler better, whereupon the witness exclaimed: "Oh, I see, I mean the joss." (Laughter).

Mr. Morell—Was there any joss?—No.

No ancestral shrine?—No.

Do you recollect who were present?—Lots of his (meaning his husband's) friends.

Do you know some?—Lots of cousins, uncles and friends.

Who was the go-between?—I was a stranger to the place.

But you were one of the contracting parties?—Yes.

Who arranged the marriage?—My father.

Did you see the go-between?—No.

Do you know if there was one?—I do not know if any were brought there.

Were you married in Australia before you came here?

The witness looked surprised and replied in the negative.

You were married to nobody else?—Certainly not.

Do you know at what hour the boat from Canton arrive here daily?—Do you mean in the afternoon?

Yes.—About 3 to 4 o'clock.

The hearing was further adjourned.

THE AMENDING PUBLIC  
HEALTH BILL.

## CHINESE LAND-OWNERS IN CONFERENCE.

An informal meeting of Chinese land-owners was held this afternoon at the invitation of the Hon. Dr. Ho Fan and the Hon. Mr. Wei Yuk. The object of the meeting was to consider the draft Bill amending the Public Health and Buildings Ordinance, read a first time at the last meeting of Council. It was decided to request the Chinese Commercial Union to have the Bill translated into Chinese to enable the Chinese land-owners to consider its provisions before discussion.

## REGIMENTAL INSPECTION.

At 9.00 this morning, H.E. Major-General Broadbent, CB, accompanied by Lieut. E. H. Bonham, A.D.C., arrived at the Mu-ray Barracks Parade Ground to inspect the 3rd Battalion Middlesex Regiment. There was a general salute, after which H.E. inspected the Regiment, the Band playing meanwhile. H.E. addressed a few words to the Officer Commanding, and praised the men on their smart appearance. The men were in marching order.

## CANTON DAY BY DAY.

## STAMP DUTY.

## [From Our Own Correspondent.]

Canton, 10 March 1908.—In accordance with instructions from the Luchuanpu (Ministry of War) ordering him to levy a stamp duty at an early date in the province of Kwangtung, Dr. Ho Fan, the Viceroy, has given directions to the Provincial Treasurer and the Provincial Judge, and all the official departments to jointly ascertain the possibility for the introduction of the new taxation duty and to report on the subject without delay.

## WHISTLE DISPUTE.

The Police authorities have again issued proclamations to stop the people from blowing their whistles when there is no occasion for it, and state that only in case of fire and where police interference is required that the whistle should be blown.

## PIRATES CAPTURED.

The local officials of the prefecture of Weishow wired yesterday to the Canton authorities reporting that twelve pirates were captured on the East River together with a quantity of arms and ammunition which were in their possession. The despatch requested instructions to deal with the bandits.

## BRITISH FLAG ON CHINESE LAUNCHES.

During the past two weeks about twenty of the Chinese-owned launches running on the inland rivers are known to have changed their colours from the British to the Dragon flag, as the outcome of the recent agitation.

## ANOTHER OPIUM REFUGEE.

The committee of the Canton Chun-Mo Anti-Opium Society (an association which first started the anti-opium agitation in Canton) are also contemplating the building of a refuge for the admission of opium smokers, who may desire to rid themselves of their obnoxious habit. A site has been selected for the proposed building. It is reported that when this institution is opened, applicants will be registered for admission and patients will have to be completely rid of their vice within one month.

## A SCHOOL FUNCTION.

A large number of students of the Provincial High College, which is situated in the large building of the Kwang-Ngai Shih Yuan at Saltoun, have recently completed their course of studies in the preparatory school, and H.E. the Viceroy, together with the Provincial Treasurer, the Salt Commissioner, the Kwangchow Prefect, the magistrates of Nampib and Panyu and other officials, were to-day present at the College on the occasion of the granting of certificates to the different students. The certificates were handed to the students by H.E. the Viceroy, after which addresses were given by Dr. Ho Fan and others. At the conclusion of this ceremony, all adjourned to a banquet. A group photograph of H.E. the Viceroy and other officials together with the teachers and students was taken, after which H.E. left the Colony a week ago, and about that time the firm's books and chops disappeared. Suspicion fell on Kwok Tso, who was arrested as mentioned above.

At the Police Court, this morning, he pleaded not guilty to the charge. Mr. Reginald Hardinge prosecuted. A week's adjournment was fixed, and allowed by Mr. Hazelton, Bailiff. The sum of \$50 was agreed upon.

## RUN ON THE PEARL RIVER.

## HOW THE "ALACRITY" WAS WHIPPED BY A RIVER STEAMBOAT.

On the occasion of the recent visit of H.M.S. "Alacr

**Telegraph.**

(Reuters.)

**The Kaiser's Letter.**

London, 10th March.—Lord Lansdowne, in the House of Lords, supported, the non-publication of the Kaiser's letter to Lord Tweedsmuir.

There is a general disposition to regard the incident as closed.

Lord Rosebery denounced as insane, references from an impulsive piece of banter which placed us in an extremely ridiculous position.

No one outside the mad asylum in Germany would think that the idea ever entered the Kaiser's head of influencing the British Estimates; he warned, the Anglo-German pretends to realize their responsibilities, and not lead both nations into a state of soreness gravely endangering the peace of Europe.

Later.

**The British Navy Estimates.**

In the debate in the House of Commons on the Navy Estimates Mr. Balfour blamed the Government for not pushing on the works at Rosyth, and urged the construction of ships on the largest scale, in view of the German programme.

Mr. Robertson, Parliamentary Secretary of the Admiralty, said that Great Britain in 1910 would have nine Dreadnoughts and 3 Invincibles as compared with Germany's 4 and 2 respectively; with France's 3 and nil respectively.

Great Britain in 1910 would have 14 against 12 of Germany and France combined.

The Navy was efficient.

The Estimates were voted.

**ROYAL ARTILLERY REGIMENTAL SPORTS.**

The opening day of the R.A. Regimental Sports took place this afternoon on the United Service Club's ground, Kowloon, in the presence of a large gathering of interested spectators. Among those present were: Major Stephenson, Major Perry, Capt. F. S. Butcher, Lieut. Waller, Lieut. A. W. Chapman, Lieut. O. C. R. Hill, Lieut. H. L. F. Dimmock, Lieut. P. O'Sullivan, Sub-Maj. Mahomed Din, 1st Cl. Mr.-Gr. Little, R. S. M. Thorp, Sergt. Spencer, Sergt. James, Sergt. D'Arcy and C. S. M. Rae.

During the sports, the Band of the 3rd Battalion Middlesex Regiment played the following selections of music:

1.—March, "Pas in Hello".....Summer.  
2.—Valley....."Hillside Waltz".....Jame  
3.—Selection....."Veronique".....Stevens  
4.—Two Step....."Chorus".....Clement  
5.—Vals....."Syrah".....Taylor  
6.—Selection....."Cost Song".....Gould  
7.—Two Step....."Matchstick".....Heldt  
8.—Poka....."Evening Star".....Smith  
9.—Selection....."Gondolier".....Sullivan  
10.—Vals....."Luna".....Linke  
11.—Two Step....."Hop Scotch".....Rheins  
12.—Folk....."Old Bald Don".....Faust  
13.—Mars....."God Save the King".

The opening events and results were:

Long Jump, Prizes, \$8, \$4, \$2.

1 Gr. Canter, (Distance 18ft. 1in.)

2. Bomb, Cast.

3 Gr. Williams.

Throwing the Cricket Ball, Prizes, \$5, \$3,

1 Gr. Thomas.

2 Corp. Wright.

3 Gr. Kurkic.

Gr. Thomas got in a very good throw of 109 yards.

Hurdle Race, Heats, 30 hurdles, 100 yards, 10 flights.

1 Gr. Thomas (28 secs.)

2 Gr. Canter (10 secs.)

Half Mile, R.G.A. Prizes, \$12, \$8, \$4.

Gr. Thomas (2 min.)

2 Gr. Evans.

3 Gr. McFarlane.

Tug-of-War, (First round) 10 men a-side, limited to 10 stone 12lb., Pull best 2 out of 3.

Open to teams drawn completely from a Company A.C., European Company or any ship.

This contest was most exciting. The 88 and F3 Companies were the first two teams to enter.

Winner, 87 Coy. In the second, the 87th Coy. and the G. Company Camerons were the two opposing teams. At first the Camerons showed unmissable signs of winning. Toward the end, however, they gave way, and by 87 Company came out victor.

During the events, three of the R.G.A. men, dressed as negroes, kept passing funny remarks and altogether enjoying themselves at the expense of the spectators and those who were taking part in the sports. They seemed to be highly pleased with themselves, and whenever they noticed that no one laughed at their jokes, they did the laughing themselves. They did not miss the opportunity of bumping against their officers, and altogether, they did full justice to their position as clowns of the occasion.

The sports are proceeding as we go to press.

**THE following information regarding the Chinese bankruptcy code is transmitted by Consul Wilbur T. Gracey of Tsingtau:** Recent local news papers announce the appearance of an extremely useful little pamphlet containing a translation of the Chinese bankruptcy code of 1905, by Chang Nien-Yun, with an editorial by a prominent solicitor in Shanghai, who is a well-known authority on Chinese law. The editor points out that in 1905, when imperial assent was obtained for this code, it was a time when the cry of reform was loud and urgent, and the code, though containing the comparatively small number of sixty-nine articles, as against the voluminous English bankruptcy enactments, makes a laudable step in the right direction by placing on record a set of rules to cover the insolvency of Chinese subjects and opening for them a way to clear themselves of their debts, instead of allowing them to merely languish in prison, possibly for years. This code was the work of certain Chinese students educated in Japan, and was ratified by Wu Ting-Fang, ex vice-president of the Bureau of External Affairs of China, also the first Chinese barister at the English bar, who was recently appointed Consul-General at Washington.

**THE LEGISLATIVE COUNCIL VACANCY.****A POPULAR CANDIDATE.****MR. MURRAY STEWART TO BE NOMINATED.**

It is with much satisfaction that we have to publicly announce that there is every probability of Mr. Murray Stewart, the popular and able chairman of the Hongkong branch of the China Association, being prevailed upon to accept nomination as representative of the Chamber of Commerce on the Legislative Council during Mr. Hewitt's absence. Mr. Murray Stewart's candidature should be a most popular one.

**NEW SHIPSHIP LINE.****FOR AMERICA-CHINA TRADE.**

The Chicago, Milwaukee & St. Paul railway will shortly begin an active campaign for a large share of the traffic between Seattle and the Orient. President A. J. Earling said that J. E. Hiland, third vice-president of the road, in charge of the traffic department, and F. A. Miller, general passenger agent, had been sent to Yokohama, Japan, to investigate trade conditions and to report to the management.

"Negotiations have been made for a line of steamships to the Orient," said Mr. Earling. "Mr. Hiland and Mr. Miller will investigate trade conditions across the Pacific and the possibilities of the development of trade between the United States and Japan and China. The mission of Mr. Hiland and Mr. Miller is not to contract for vessels—that is a matter to be taken up by the company at a later date. However the action of the Chicago, Milwaukee & St. Paul will depend to a large extent upon their report."

Mr. Hiland and Mr. Miller sailed on 30th Jan. for Yokohama from San Francisco.

President Earling said that within sixty days trains will be operated on the line as far west as Butte, Mont. It is his purpose to go over the line from Montana eastward on his way back to Chicago.

"The tunnel south of Butte is nearly finished," he said, "but whether it is done when the remainder of the line is completed does not matter. Track can be laid around the tunnel easily, and the opening of the line to Butte will not be delayed."

"Construction work is progressing rapidly all along the line and the pace will be kept up until the road reaches Puget sound. We have not considered it necessary or expedient to start the work for a terminal here as yet, and doubtless shall not until the road building has been nearer finished. We expect to complete the extension to Seattle early in 1909."

POLICEMAN O'Conor, of the Water Police Station, arraigned a boatman named Mak Shing, before Mr. F. A. Hazeley, in the Police Court, this morning, and charged him with being in possession of three muskets, twelve pounds of powder and two boxes of percussion caps without a permit. The stuff was found hidden on board defend his junk while the police were in search of opium. Defendant pleaded guilty, and was fined \$50. The alternative was six months' gaol.

**THE " DIRECTORY AND CHRONICLE."****AFTER FORTY-SIX YEARS.**

We thoroughly envy the writer whose task it was forty-six years ago to draw attention for the first time to the merits and invaluable qualities of the *Directory and Chronicle* which is annually issued from the office of our esteemed contemporary, the *Hongkong Daily Press*. Were it not that it might seem hackneyed, we might remark that age cannot wither nor custom stale the infinite variety of its usefulness. To most people engaged in the commercial life of the Far East, the *Directory & Chronicle* is a perpetual source of inspiration and instruction, and from the newspaper writer's point of view it is probably the most essential publication which comes to light. The *lukung*, who appears, was standing on duty at the top of Hill Road at about six o'clock waiting to be relieved when he saw a man come out of a side lane carrying a bundle which was slung over his shoulder. Becoming suspicious he called on the man to stop, while he hurried up to him. The man with the bundle refused to hear and continued along, perhaps a trifle faster. The *lukung* gave chase and the race opened. Round corners through side lanes the parties raced until Des Voeux Road was reached again when the coolie under-estimated the distance between the sidewalk and the shafts of a rickshaw, tripped over the latter, and went sprawling into the street. He remained there panting and puffing until the arrival of the *lukung* who removed him, and the bundle, to No. 7 Police Station. The bundle was found to contain one blanket, a silk quilted jacket, a cotton jacket, a bed curtain, a handkerchief and a woman's silk coat.

After much questioning the coolie, who gave the name of Tsiang I, admitted stealing the stuff from 5, Hill Road, having entered the house by scaling the wall at the rear of the building. The inmates of the house had just discovered their loss when the police called to inform them of the robbery. Tsiang was sentenced, at the Police Court, this morning, to six weeks' imprisonment and to be exhibited in the stocks for four hours.

**A THIEF'S DOWNFALL.****EXCITING CHASE AT WEST POINT.**

An exciting chase, starting from the top of Hill Road, down as far as the waterfront, through French Street, and into Des Voeux Road, West, where it ended, took place at day-break, yesterday a *lukung* and a suspicious character, the *lukung*, it appears, was standing on duty at the top of Hill Road at about six o'clock waiting to be relieved when he saw a man come out of a side lane carrying a bundle which was slung over his shoulder. Becoming suspicious he called on the man to stop, while he hurried up to him. The man with the bundle refused to hear and continued along, perhaps a trifle faster. The *lukung* gave chase and the race opened. Round corners through side lanes the parties raced until Des Voeux Road was reached again when the coolie under-

estimated the distance between the sidewalk and the shafts of a rickshaw, tripped over the latter, and went sprawling into the street. He remained there panting and puffing until the arrival of the *lukung* who removed him, and the bundle, to No. 7 Police Station. The bundle was found to contain one blanket, a silk quilted jacket, a cotton jacket, a bed curtain, a handkerchief and a woman's silk coat.

Notice in writing of the names of candidates, and of their Proposers and Seconders, to be lodged with the Secretary at least 48 hours before the time appointed for holding the General Meeting.

**To-day's Advertisement.****NOTICE.****ONGKONG GENERAL CHAMBER OF COMMERCE.**

SPECIAL MEETING of the Members will be held on TUESDAY, the 7th March 1908, at 10.30 P.M. in the Old Chamber of Commerce Room, City Hall, to nominate a Member to fill the place of the Hon. Mr. A. MAWEY during such time as his leave of absence granted to him by His Excellency the Governor.

Notice in writing of the names of candidates, and of their Proposers and Seconders, to be lodged with the Secretary at least 48 hours before the time appointed for holding the General Meeting.

By Order,  
E. A. M. WILLIAMS,  
Secretary.  
Hongkong, 12th March, 1908.

**Intimations.**

CO., LTD.

**ROBINSON PIANO****AGENTS**

FOR THE

**FAMOUS****"VICTOR"****TALKING****MACHINES.****A comprehensive stock****OF****MACHINES & RECORDS.****Hongkong, 27th February 1908.****PEAK TRAMWAYS COMPANY LIMITED.****TIME TABLE****WEEK DAYS.**

7.00 a.m. to 9.30 a.m. ...Every 10 minutes  
9.30 a.m. to 11.00 a.m. ...Every 15 minutes  
11.30 a.m. to 12.45 p.m. ...Every 15 minutes  
12.45 p.m. to 1.15 p.m. ...Every 10 minutes  
1.15 p.m. to 2.15 p.m. ...Every 15 minutes  
2.15 p.m. to 3.00 p.m. ...Every 15 minutes  
3.30 p.m. to 5.00 p.m. ...Every 15 minutes  
5.00 p.m. to 6.00 p.m. ...Every 10 minutes

**NIGHT CARS**

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

**SUNDAYS.**

8.00 a.m. to 9.30 a.m. ...Every 15 minutes  
9.30 a.m. to 10.30 a.m. ...Every 15 minutes  
10.30 a.m. to 11.00 a.m. ...Every 10 minutes  
11.45 a.m. to 12.00 noon. ...Every 15 minutes  
12.00 Noon to 1.00 p.m. ...Every 10 minutes  
1.00 p.m. to 5.00 p.m. ...Every 15 minutes  
5.00 p.m. to 7.00 p.m. ...Every 15 minutes  
7.00 p.m. to 8.00 p.m. ...Every 10 minutes

**NIGHT CARS as on Week Days.**

Extra cars at 3.15 p.m., 4.30 p.m. and 5.45 p.m.

**SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.****JOHN D. HUMPHREYS & SON, General Managers.**

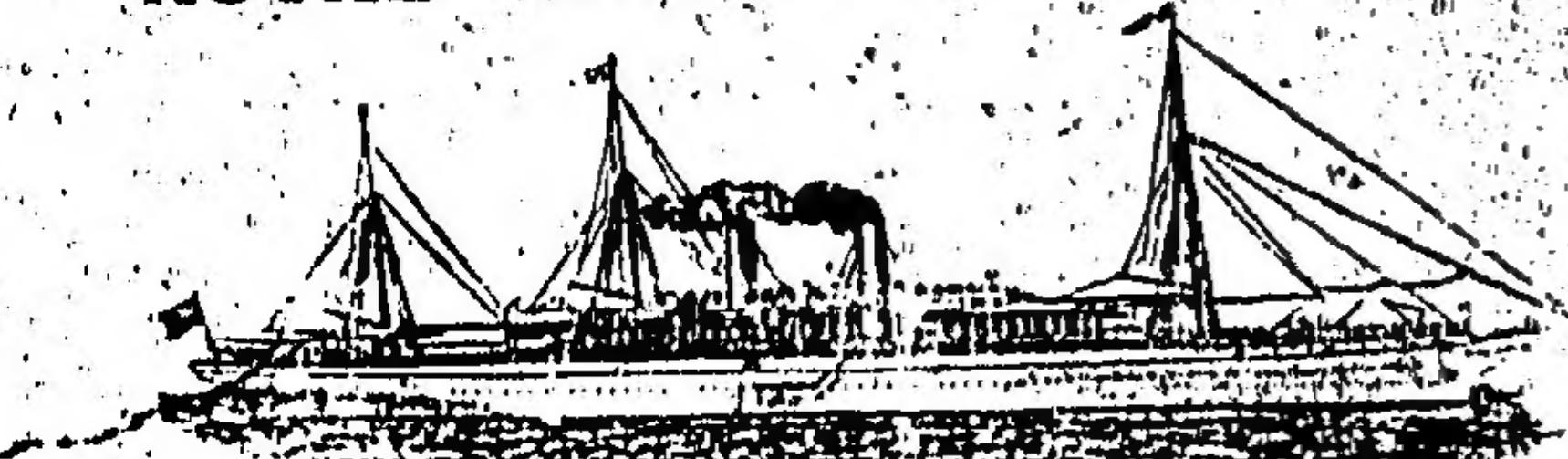
Hongkong, 27th February, 1908.

**F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.****GROUND FLOOR;****ST. GEORGE'S BUILDING,****HONGKONG,****SOAP AND SODA MANUFACTURERS.****SOLE AGENTS FOR****HARTMANN'S RAHTJENS GENUINE****COMPOSITION RED HAND****BRAND, HARTMANN'S GREY PAINT,****DAIMLER'S PATENT MOTOR****LAUNCHES,****&c., &c.****SOFT SOFA****FERGUSON'S SPECIAL CREAM.****and****P. & O. SPECIAL LIQUER SCOTCH****WHISKY, &c.****EVERY KIND OF****SHIP'S STORES AND REQUISITES,****ALWAYS IN STOCK****AT****REASONABLE PRICES.**

Hongkong, 27th March, 1908.

## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.



## Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS:

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"LENNOX"	3,700	WEDNESDAY, Mar. 25th	April 13th
"EMPEROR OF INDIA"	6,000	THURSDAY, April 9th	April 27th
"MONTEAGLE"	6,161	WEDNESDAY, April 22nd	May 16th
"EMPEROR OF JAPAN"	6,000	THURSDAY, May 7th	May 25th
"GLENFARG"	3,700	WEDNESDAY, May 10th	June 18th
"EMPEROR OF CHINA"	6,000	THURSDAY, June 4th	June 22nd

S.S. "LENNOX" and "GLENFARG" are Freighters only, and do not carry Passengers.

"EMPEROR" steamships depart from Hongkong at 4 P.M., "S. MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C.; and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Lines or New York \$71.10.

Hongkong to London, Intermediate, on Steamer, and 1st Class on Railways, via St. Lawrence River Lines or New York \$42.

First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carries "Intermediate" passengers only, at Intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China, and Japan Governments.

For further information Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADOCK, General Traffic Agent for China, Corner Pedder Street and Praya.

Hongkong, 12th March, 1908.

## INDO-CHINA STEAM NAVIGATION CO. LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA, YOKOHAMA, KOBE	LOONGSANG	FRIDAY, 13th Mar., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	FOOKSANG	FRIDAY, 13th Mar., 4 P.M.
SHANGHAI	KWOOVSANG	TUESDAY, 17th Mar., Noon.
SINGAPORE, PENANG & CALCUTTA	KUTANG	TUESDAY, 17th Mar., Noon.
SINGAPORE, PENANG & CALCUTTA	ONSANG	THURSDAY, 19th Mar., 3 P.M.
MANILA	YUENSANG	FRIDAY, 20th Mar., 4 P.M.

RETURN TOURS TO JAPAN AND BACK.

OCCUPYING 74 DAYS.

The steamers Kuliang, Nanjing and Fookang leave about every 3 weeks for Shanghai and Yokohama (via Island Sea) returning via Kobe and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

The vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

These steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo and Tientsin.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,

General Managers.

Hongkong, 12th March, 1908.

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## CHINA NAVIGATION CO. LIMITED.

FOR STEAMERS TO SAIL.

CHEFOO	"KALGAN"	13th Mar., daylight.
NEWCHWANG	"KWEIYANG"	13th Noon.
MANILA, ZAMBOANGA & COLONIES	"TSINAN"	14th 5 P.M.
NINGPO & SHANGHAI	"LUGHOW"	15th daylight.
HAIPHONG	"HUEPEH"	15th 10 A.M.
TSINGTAU & NEWCHWANG	"NANCHANG"	16th 4 P.M.
MANILA	"TAMING"	17th "
SHANGHAI	"Y. CHOW"	17th "
CEBU & ILOILO	"KAIPONG"	20th "

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australasian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 12th March, 1908.

[13]

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon midships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
RUBI	2540	Almond	MANILA	SATURDAY, 14th Mar., at 4 P.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 21st Mar., at Noon.
RUBI	2540	Almond	"	SUNDAY, 28th Mar., at Noon.

For Freight or Passage, apply to

SHewan Tomes & Co.,

GENERAL MANAGERS.

Hongkong, 12th March, 1908.

[11]

## HONGKONG-NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS and SUZU CANAL.  
(With Liberty to Call at the Malabar Coast).

Steamship SAINT PATRICK..... About the 16th March, 1908.

For Freight and further information, apply to

SHewan Tomes & Co.,

General Agents.

Hongkong, 12th January, 1908.

[12]

Shipping—Steamers.

## Shipping—Steamers.

CIE DES CHARGEURS  
REUNIS.

## Round the World Line.

SS "CAVLAN," Capt. Jonan, due here on or about the 15th March, will be despatched a few days later.

FOR SHANGHAI, CHINWANTAO (Tientsin and Peking), KOBE, YOKOHAMA, HONOLULU, NORTH and SOUTH AMERICAN, PACIFIC COAST, BUENOS AIRES, MONTEVIDEO, without transhipment.

THIS Steamer, Twin-screw, 15,000, is Newly Built and has Superior Accommodation for 1st Class Passengers. Only Single and Double Cabins, each fitted with Electric Fan, Steam Heaters, Writing Table and Wardrobes. Drawing-room, Smoking-room, Hair Dressing-room and Laundry. Doctor and Stewardess. The best line to go to Japan and America is visiting Peking and North China.

Reduced Rates of Freight and Passage.

For further Particulars, apply to

J. MILLET, AGENT,  
FRENCH MAIL OFFICE. [243]

Hongkong, 6th March, 1908.

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

Conducting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA.

VIA MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing.

Traveller 6,666 T. W. Garlick, 17th Mar.

Susserit 6,232 Shatto, 9th Apr.

Kumerit 6,232 Cowley, 2nd May.

Shawmut 9,666 E. V. Roberts, 26th Mar.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw ss. Shawmut and Traveller are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

+ Cargo only.

PARCEL EXPRESSES TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Building, Hongkong, 10th March, 1908. [12]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM."

Captain St. John George, will be despatched as above on SATURDAY, the 28th inst., at Noon.

This well-known Steamer is specially fitted for Passengers and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

Stewardess, and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 3rd March, 1908. [126]

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"TOURANE."

Captain Lancelin, will be despatched for the above Ports on or about MONDAY, the 16th inst.

For Freight or Passage, apply to

## SHANGHAI GAS COMPANY, LTD.

## ANNUAL REPORT.

We have received from Messrs. Gibb, Livingston & Co. a copy of the report for 1907, being the 44th since the origin of the Company.

The directors have pleasure in presenting the annual report and statement of accounts for 1907. The progress of the Company continues satisfactory. The profit on working account for the year amounts to Tls. 24,567.06,



## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOOIE &amp; CO. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION FOR THE PAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	12,000	\$125	\$125	{ \$1,500,000 } \$1,500,000 \$250,000	\$2,000,387	Final of 1/2 on old and 1/10/- on new shares for 1-year ending 31.12.07	51 % (\$355 sales London, £75.10)	
National Bank of China, Limited	6,025	£7	£6	{ £12,735 } \$300,000	£71,293	5s (London 3/6) for 1903	...	55s
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	£250	£50	{ \$1,560,000 } \$219,058 \$125,000	£908	5s2d for 1906	58 %	5240
North China Insurance Company, Limited	10,000	£15	£5	{ £18,100,000 } £18,100,000 £18,489.2	£18,204,424	Final of 7/6 per share making in all 15/- for 1906—£1s. 2d.	6 %	£1s. 8d sellers
Union Insurance Society of Canton, Limited	12,400	£250	£100	{ \$3,000,000 } \$70,000 \$450,407	£1,460,490	Final of 1/2 making 5s2d for 1905 and 1/2 for 1906—£1s. 2d.	5 %	5840
Yangtze Insurance Association, Limited	8,000	£100	£60	{ £159,123 } \$80,000 \$1,988	£394,520	5s for year ending 31.12. 5	...	£1s2d buyers
Do. do. (new)	4,000	£100	£60	{ \$1,000,000 }				
CHINA FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	£100	£20	{ \$16,007 } \$13,112	£372,433	5s and bonus 5s for 1906	59 %	189
Hongkong Fire Insurance Company, Limited	8,000	£250	£50	{ £13,134.94 } \$60,000	£428,027	£27 for 1906	84 %	£305 ex div.
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	£25	£25	{ \$7,000 }	£365	5s for 1906	...	£13
Douglas Steamship Company, Limited	20,000	£50	£50	{ \$26,638 } \$96,988	Nil.	5s for year ending 30.6. 07	10 %	£40
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	£15	£15	{ \$250,000 } \$75,000 \$20,000	£16,437	£1/2 or 2nd 1/2 of 1/- making in all 5s1/2 for year ending 31.12.07	74 %	£28
Indo-China Steam Navigation Co., Ltd. (Preferred)	6,000	£5	£5	{ £70,000 }	£3,694	5/- for 1906 @ ex 2/2—£1.24 per share	51 %	£39 £37
Do. do. (Deferred)	62,000	£5	£5	{ £70,000 }				
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ £14,537 } £400,000 £1,871	£18,327	Interim of £1s. 18 for account 1907	12 %	£1s. 47
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	{ £65,000 }	£172,370	Interim of 1/- (Coupon, No. 8) for a/c 1907	48 %	£1s. 50 sellers
Star Ferry Company, Limited	10,000	£10	£10	{ £32,957 } £1s. 98,000	£137	£1.00 for year ending 30.4.1907	4 %	£25 buyers
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ £1s. 419,479 } £1s. 62,000 £1s. 81,200	£18,730	£1s. 419,479 for 1906	124 %	£1s. 47 buyers
REFINERIES.								
China Sugar Refining Company, Limited	10,000	£100	£100	1450,000	£9,218	5s for year ending 31.12.05	...	£10
Luxon Sugar Refining Company, Limited	7,000	£100	£100	none	£18,935	£1.00 for 1907	...	Big sales
Perak Sugar Cultivation Company, Limited	7,000	£100	£100	£100,000		£1s. 4 (8 %) for year ending 31.8.06	5 %	Tls. 80 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £15,000 } £84,398	£11,556	Final of 1/6 (No. 9) for 1907	71 %	Tls. 15 sellers
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	{ £10,000 }	£11,358	No. 12 of 1/-=43 cents	...	£8
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	£25	£25	{ £64,124 }	£10,335	£1.75 for year ending 31.12.06	...	£14
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	£10	£10	{ £10,000 }	£13,047	Interim of £1s. 2 for six months ending June 30th 1907	61 %	£1s. 50 old £1s. 51 new
Hongkong and Whampoa Dock Company, Ltd.	10,000	£50	£50	{ £100,000 }	£441,442	Final of 5s making 5s for 1907	8 %	£100 buyers
Shanghai Dock and Engineering Co., Ltd.	£5,700	Tls. 100	Tls. 100	{ £1,000,000 }	£1,10,459	Interim of £1s. 25 for six months ending 31st October, 1907	71 %	Tls. 81 buyers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ £1s. 100,000 }	£1s. 23,117	Interim of £1s. 8 for account 1907	81 %	Tls. 216 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ £15,000 }	£1s. 3,388	£1s. 6 for 144 months ending 28.2.07	6 %	Tls. 105
Astor House Hotel Company, Limited (Shanghai)	20,000	£15	£15	{ £10,000 }	£10,008	£1s. 7 for year ending 30.6.07	10 %	£221 buyers
Central Stores, Limited	50,125	£15	£15	{ £10,000 }	£10,178	£1s. 80 for 1906	13 %	£14 sellers
Hongkong Hotel Company, Limited	12,000	£10	£10	{ £10,000 }	£12,071	Final of £1s. 3 making 5s1/2 for 1907	71 %	£100
Hongkong Land Investment and Agency Co., Ltd.	10,000	£100	£100	{ £100,000 }	£13,915	Final of £1s. 1 making in all 5s for year ending 31.12.07	7 %	£100
Humphreys Estate & Finance Company, Limited	10,000	£10	£10	{ £10,000 }	£14,621	70 cents for 1907	7 %	£100
Kowloon Land and Building Company, Limited	1,000	£50	£50	{ £10,000 }	£16,53	£1.4 for 1907	7 %	£100
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ £1,523,045 }	£1s. 107,517	Final of £1s. 3 and bonus of £1s. 2 making in all £1s. 10 for 1907	71 %	Tls. 105 sellers
West Point Building Company, Limited	12,500	£50	£50	{ £10,000 }	£1s. 541	Final of £1s. 10 making in all £1s. 10 for year ending 31.12.07	81 %	£49
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ £1s. 150,000 }	£1s. 807	£1s. 25 for year ended 31.10.1907	48 %	£1s. 51
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	15,000	£10	£10	{ £100,000 }	£14,269	50 cents for year ending 31.7.07	38 %	£1s. 51
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	£1s. 150,000	£1s. 85,519	£1s. 6 for year ended 30.9.06 (8 %)	...	£1s. 55 sellers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	£1s. 28,257	£1s. 8 for 1906	...	£1s. 75
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 50	Tls. 50	none	£1s. 50,663	£1s. 50 for 1906	...	£1s. 20
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	£26	£26	£1,299	£628	1/3 per share for 1906	9 %	£1s. 51
China-Borneo Company, Limited	60,000	£15	£15	none	Nil.	£1 for 1904	...	£1s. 51
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ £1s. 50,000 }	£1s. 59,995	Final of £1s. 5 making £1s. 10 for 1905	...	£1s. 51
China Light and Power Company, Limited	10,000	£10	£10	£1,20,000	£25,000	60 cents for year ended 18.12.06	...	£1s. 51
Do. Do. special shares	10,000	£15	£15	£100,000	£13,93	8 cents for 1907	9 %	£1s. 51
China Provident Loan & Mortgage Company, Ltd.	25,000	£10	£10	£100,000	£1,20,000	£1.30 for year ending 28.2.07	78 %	£1s. 51
Dairy Farm Company, Limited	25,000	£15	£15	£100,000	£12,974	£1.30 for year ending 30.6.07	81 %	£1s. 51
Green Island Cement Company, Limited	400,000	£10	£10	£100,000	£10,804	£1.30 for year ended 30.6.07	81 %	£1s. 51
Hall & Holtz, Limited	21,000	£20	£20	£186,000	£15,002	£1.30 for year ending 28.2.07	81 %	£1s. 51
Hongkong Electric Company, Limited	60,000	£10	£10	none	£19,513	£1 per share for year ending 28.2.07	81 %	£1s. 51
Hongkong Ice Company, Limited	5,000	£25	£25	£120,000	£4,578	Final of £1s. 5 making in all £1 for 1907	83 %	£1s. 51
Hongkong Rope Manufacturing Company, Ltd.	50,000	£10	£10	£105,000	£4,212	Interim of 50 cents per share for a/c 1907	83 %	£1s. 51
Maatschappij tot Mijns, Bosch-en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ £1s. 547,500 }	£1s. 17,127	Final of £1s. 74 and bonus of £1s. 25 making in all £1s. 32 for 1907	74 %	£1s. 422 buyers
Peak Tramways Company, Limited	25,000	£10	£10	none	£1s. 655	£1 per share for period from 16th Oct. to 30th Apr. 07	8 %	£1s. 51
Philippine Company, Limited	50,000	£10	£10	Nil.	None	None	...	£1s. 51
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	£1s. 100,000	£1s. 7,990	Interim of £1s. 31 for account 1907	...	£1s. 108 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	£1s. 100,000	£1s. 67,323	£1s. 4 for 1905		